

BATTLE SHIPS SEEK
5 DESTROYERS LOST
AT SEA AFTER GALE

The McCall, the Drayton, the Mayrant, the Patterson and the Burrows Missing.

THE TERRY AND
THE ROE REPORT

Two Nearing Hampton Roads, Seven at Bermuda, Fate of Others Causes Anxiety.

STORMS WORST IN YEARS

The Paulding Reaches Hamilton After Battle for Days with Seas That Ripped Open Seams.

HERALD BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Monday.

Five United States torpedo boat destroyers are missing to-night in the storm tossed waters of the South Atlantic, and have begun the larger vessels of the Atlantic fleet have begun a mile by mile search of the localities where the little craft were known to be when they ran into the terrific hurricanes and hailstorms that damaged many others in the fleet. When the Navy Department closed this evening these destroyers had not been accounted for in the wireless roll call: The McCall and the Drayton, of the Eighth torpedo division; the Mayrant, of the Ninth division, and the Patterson and the Burrows, of the Tenth division.

Seven torpedo boat destroyers and the tender Dixie, battered in the gales, have found refuge in Hamilton Harbor, Bermuda, and two others whose whereabouts had been causing anxiety were reported in wireless flashes from the Norfolk Navy Yard this afternoon. The Terry reported she would reach Hampton Roads late this evening, and the Roe has been spoken of and is bound for Hampton Roads, with all on board well.

Rear Admiral Cameron McKee Winslow, commanding the Second division of the Atlantic fleet, is bending every effort to locate the missing destroyers, and the theoretical search problem which confronted the vessels of the fleet when they started on the cruise to Guantanamo has been suddenly turned into an intensely realistic and practical one.

Under the command of Rear Admiral Winslow are the Louisiana, flagship; the Kansas, the New Hampshire, the South Carolina and the Vermont. Rear Admiral Hugo Osterhaus, commander in chief of the Atlantic fleet, is giving such other aid in the search as is possible. The severe weather did not interfere with the large battle ships, but when the heavy weather began playing havoc with the smaller craft hurried orders were issued for the theoretical tactics to be abandoned for the practical methods.

The Paulding which has started in search of the Terry has been ordered to return to the Chesapeake capes, leaving other vessels to search the territory where the Terry was located.

The missing destroyers each has three officers aboard and the enlisted force for each is about eight-hundred men, which was the enlisted force of the Terry.

The officers are: The Drayton, Lieutenant Commander Kenneth M. Bennett, commanding; Lieutenant (junior grade) Horace T. Dyer and Midshipman James R. Barry.

The McCall—Lieutenant Commander Arthur MacArthur, commanding; Ensign A. D. Turnbull and Midshipman Zachary Lansdowne.

The Mayrant—Lieutenant Commander Charles P. Nelson, commanding; Lieutenant (junior grade) Frank H. Roberts and Ensign Henry F. D. Davis.

The Patterson—Lieutenant Commander John M. Luby, commanding; Lieutenant Leo F. Welch and Ensign Harold A. Strauss.

The Burrows—Lieutenant J. F. Hellwig, commanding; Lieutenant (junior grade) Richard S. Edwards and Ensign Albert M. Penn.

Seams Torn Asunder, Destroyers Battled Gale for Days.

HAMILTON, Bermuda, Monday.—The small dockyard here is crowded with storm tossed and weather beaten American torpedo boat destroyers. Seven destroyers have reached port to-night. They are the Perkins, the Walke, the Ammen, the Sterrett, the Preston, the Trippe and the Paulding. Two others, the Mayrant and the McCall, have not yet been heard from.

After encountering a northwest gale Sunday night, the Paulding, which was already disabled in the first storm, felt the fury of the gale even more than the others and fared worse. Fortunately, when twenty miles northeast of Bermuda, she was sighted by the battle ship Michigan, which supplied provisions and gave her her latitude and longitude. She arrived at Bermuda this morning, but when entering the harbor ran aground on a submerged coral ledge. She was soon floated, and is now at the dock yard badly damaged.

The commander of the Paulding, Lieutenant S. H. Doyle, said to-day that the gales were the worst he had known during fifteen years at sea. He remained on the bridge forty-eight consecutive hours. Few of the crew were allowed on deck at one time. When six hundred miles east of New York the Paulding, which had been pounded and buffeted for hours, lay to for a day and a half. The wind was blowing eighty miles an hour and tremendous seas were running. The little vessel rolled sixty degrees. Her wireless apparatus was carried away and consequently she was unable to maintain communication with either the Dixie, which herself was in

Where Classified News
Is Placed To-Day.

General	3, 4, 5, 6, 7, 8 and 9
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serious difficulties, or the other destroyers. The Paulding frequently was washed fore and aft by the gigantic waves. Two whale boats were smashed and washed overboard, while all the other boats were damaged. The port anchor was carried away, the fore compartments were flooded, provisions were spoiled and the crew had to do without food. Officers and men were hurled out of their bunks, and most of them had to lie full length on the floor. Some of the men, in the performance of their duties, were cut and bruised as a result of violent falls on the deck and contact with the ironwork.

The pounding of the seas opened the seams of the deck, and one huge wave, which buried the destroyer under hundreds of tons of water, carried away everything not too securely fastened. The gale last night was accompanied by a blinding hailstorm, which lashed in the faces of those whose duty compelled them to be on deck.

Already the Paulding has undergone an examination and after repairs have been made she will leave for Guantanamo with the other destroyers of the flotilla.

All the other vessels show marks of their rough experience, although probably the Trippe, which also arrived to-day, commanded by Lieutenant Frank D. Berrien, suffered less than the others. The Trippe ran before the gale a distance of ninety miles southwest of Bermuda and then worked her way into port. The mountainous seas, however, carried away some of the iron stanchions, damaged the chart house, destroyed the chart board and twisted into spiral shape the brass ladder leading to the bridge. Ensign James Irish and Ensign R. G. Walling were quite badly cut and bruised by falls. The Trippe is the only one of the Tenth division destroyers, which left Newport on January 3, to arrive here. The Ammen, which is also of the Tenth division, sailed from Norfolk.

The battle ship Michigan now is scouring the waters around Bermuda in the hope of discovering some trace of the Mayrant and the McCall.

Although the drydock was submerged and made ready for the Dixie, it has not been found necessary to dock her. The general opinion among the officers is that the vessels will be ready for departure for Guantanamo in two or three days.

The Steamship Tagus' Officers Tell of Aiding the Terry.

When the Tagus, of the Royal Mail Steam Packet Company line, reached port last night from Bermuda, a dramatic recital of the part she played the previous night in aiding the storm battered torpedo boat destroyer Terry, was given by Captain C. F. Laws and F. B. Rushworth, the wireless operator. Lieutenant William Brown, aide de camp to Rear Admiral Leutze, met the Tagus on board a navy tugboat and received an official report from the captain. The Tagus did not stand by the Terry, according to Captain Laws, and never was any closer than sixty miles to her.

All hope for the Terry was abandoned Sunday night after Mr. Rushworth sent a score of wireless messages to her without receiving any response. He was in communication with the battle ship South Carolina, and was directed repeatedly by the commander of that vessel to do his utmost to get some word from the Terry.

"It is blowing up again," was the message he got from the South Carolina. "Try to get the Terry by all means and at least learn her position. We are afraid her wireless is gone again."

An hour before Mr. Rushworth received the first message of distress from the destroyer. She told of losing all her boats and water, of her engines and pumps being disabled, her oil running low and her stores ruined, and while she was giving her position her wireless outfit was put out of commission. When they could not hear from her again it was thought that she had gone down.

Captain Laws did not proceed toward this port until he was assured the South Carolina was seeking the distressed vessel. The Tagus had heavy weather during her entire voyage and Sunday afternoon ran into a white squall, which enveloped the steamship for some time.

TWO MORE DESTROYERS
REACH HAMILTON PORT

[SPECIAL DESPATCH TO THE HERALD VIA COMMERCIAL CABLE COMPANY'S SYSTEM.]
BERMUDA, Monday.—The United States torpedo boat destroyers Trippe and Paulding arrived here this afternoon, after harrowing experiences in the South Atlantic gales. In the port, they found the tender Dixie and the destroyers Perkins, the Walke, the Ammen, the Sterrett and the Preston, which had similar experiences.

Bizarre dancing has captured New York. It affords material for a timely and novel article in next Sunday's NEW YORK HERALD.



"MR. BRYAN HOLDS THE REINS"—MORNING PAPER.

ACID TANK LOOSE
IN GALE AT SEA

Breaks from Its Lashing, Is Smashed, and Five Sailors Are Burned.

The memory of a night of horror at sea, when a steel tank of sulphuric acid broke loose from its lashings and was smashed among them, still lived with the crew of the steamship Michigan, of the Phoenix line, when she made this port yesterday, with five of her men in hospital, three of them burned by the acid and two suffering from the effects of being hurled about her decks while trying to secure the tank. The Michigan left Antwerp on December 21, carrying one hundred draught horses consigned to a breeder in this country, and a general cargo which consisted in part of fifty metal tanks of acid and three hundred carboys of various chemicals.

On her return voyage the Michigan had experienced rough weather, losing some of her deck fittings and having two of her hatch tarpaulins torn off and several of her deck plates cracked. Captain Watkins went to special pains to make all fast for the homeward voyage in anticipation of winter weather and took personal charge of the securing of the acid tanks, which were lashed in the forward well with heavy steel cables.

Contrary to expectations, the Michigan enjoyed smooth weather until last Friday morning when she met the gale that caused such havoc to shipping in all the North Atlantic.

Slings were rigged under the bodies of the horses on the cattle deck and their grooms went among them bedding them in straw to give them extra footing against the pitching of the ship. Several of the crew had been told off to help the grooms, and practically all of the horses had been made easy when a terrific crash on deck caused those below to fear that the ship was in collision. They dashed on deck without waiting to catch up their storm jackets.

Out in the night a terrifying sight met their eyes. One of the great acid tanks had broken loose and was careering about among the other tanks and carboys. All the crew under the leadership of First Officer Behun had turned out to secure it. With each lurch of the ship half of them were put in danger of their lives.

Captain Watkins quickly got the situation under control by heaving the Michigan to. Then with the ship lying fairly quiet her men set about capturing the loose tank. A slip noose of wire rope was let down from the bridge and after difficulty lightened about the tank. Then at a word from Mr. Behun the crew gave an all together pull and the tank rose half way. But just at that moment the ship dived deep into a sea and the tank fell back with a crash. This time it broke apart and the gallons of acid it had contained mixed with the sea water swirling about the other tanks. But although the men were standing high above it, part of its contents was caught up as spray by the wind and dashed on the bodies of three of the sailors. They fell shouting in agony and were carried to the ship's hospital. Before the broken tank had been heaved overboard two more men were in the hospital with ugly bruises.

On Saturday morning the greatest sea she had yet taken boarded the Michigan, ripping two more of the tanks loose and setting them free among the carboys. But the crew was spared the task of fighting to secure any of the tanks or carboys for the same sea that tore them from their lashings took them overboard.

SPINAL DISEASE
MENACES TEXANS

Waco Loses Fifty-Five from Meningitis in Twenty-Five Days, and Eastern Expert Is Called.

[SPECIAL DESPATCH TO THE HERALD.]
WACO, Texas, Monday.—Grave fears are being entertained by the local and State health authorities over the rapid spread of an epidemic of spinal meningitis.

Fifty-five deaths have been caused by the disease in this city in twenty-five days, with the result that schools, courts, theatres and other public gathering places have been compelled to suspend.

The situation is worst in Dallas, where Dr. A. Sophian, summoned hurriedly from the Rockefeller Institute for Medical Research in New York, has assumed charge of the attempts to wipe out the disease. The number of cases there to-day reached 140. Eighty-four cases have been reported in this city since October 1. Reports also show the disease has spread to Fort Worth, Sherman, Clarksville, Teague, Palestine, Waxahatchie and Columbus. Because of the rapid increase in the number of cases being reported here, a request has been forwarded to Dr. Sophian to come to Waco. Ways and means to check the advance of the epidemic will be formulated at a special meeting of the Commonwealth Board of Health, to be held in Dallas Wednesday by Dr. Steiner, State Health Officer.

The first death to be reported from Austin occurred there to-day when a boy, three years old, was stricken. He left Waco last week to visit with his parents. Twenty-nine advanced cases are now being treated there, and several more persons who recently became ill are under observation.

JOHN WANAMAKER'S
BROTHER STRICKEN

Head of Philadelphia Clothing Firm Is Dying from Paralysis Attack.

[SPECIAL DESPATCH TO THE HERALD.]
PHILADELPHIA, Pa., Monday.—Marion Wanamaker, only brother of John Wanamaker, is dying at his home, No. 1802 Wallace street. He was stricken with paralysis Saturday at Wanamaker & Brown's store, with which he has been prominently identified.

Following his collapse Mr. Wanamaker was taken to his home, where physicians pronounced his condition critical. To-day there was no change.

Born in Fort Wayne, Ind., about sixty-one years ago, Mr. Wanamaker came to this city when a boy. He later went into the business of his brother, John Wanamaker, but left to enter the employ of S. M. Wanamaker & Co., merchant tailors. After learning this business he organized the firm of Wanamaker & Brown.

MRS. ROOSEVELT BETTER.
No Danger of Pneumonia at Any Time, Says Physician.

[SPECIAL DESPATCH TO THE HERALD.]
OTTEBAY, L. I., Monday.—The report that Mrs. Roosevelt has been threatened with pneumonia for nearly a week was denied to-day by Dr. G. Fuller, who is attending Mrs. Roosevelt. "Her condition is not now serious and there has never been any indication of pneumonia," he said. "She is much better now."

MRS. EVANS POOR;
CONGRESS MAY AID

Rear Admiral Had Not Accumulated a Fortune from His Book and Oil Enterprises.

[SPECIAL DESPATCH TO THE HERALD.]
WASHINGTON, D. C., Monday.

Friends of the family of Rear Admiral Robley D. Evans, U. S. N., who died last week, have been surprised to learn that he left but little property. His widow, while not in want, finds herself in greatly limited circumstances. An idea had prevailed that because of the popularity of Rear Admiral Evans' book, "In a Sailor's Log," and of his writings and lectures, he had accumulated a fortune. Such was not the case. The oil enterprises with which his name was connected yielded him no profits. He was, it is understood, offered a salary of \$25,000 a year, but declined to accept anything until a dividend should be paid.

Mrs. Evans will receive the regular service pension, but this is only \$30 a month. Members of Congress who desire that "Fighting Bob's" widow should be protected from embarrassment will endeavor to have this increased. They believe that the country will heartily approve legislation for this purpose, and it has been suggested that possibly Utah, whence Rear Admiral Evans as a youth was appointed to the Naval Academy, and California, where he enjoyed great popularity, might do something for Mrs. Evans' assistance.

Rear Admiral Evans entered the Naval Academy when he was thirteen years old and while still a boy received at Fort Fisher wounds which caused him to limp until the day of his death.

When he relinquished command of the Atlantic battle ship fleet at San Francisco, in May, 1906, he enjoyed the distinction of having commanded a larger force of battle ships than any American officer of his time.

4 KILLED, 5 HURT
IN CANADIAN CRASH

Trains Loaded with Passengers from Epiphany Services Collide Thirty Miles from Montreal.

MONTREAL, Quebec, Monday.—Four persons were killed and five injured to-day when a train from Quebec crashed into a train from Montreal at St. Vincent de Paul station, about thirty miles from this city.

Both trains were crowded with passengers bound for their country home after attending special Epiphany services in both Quebec and Montreal. According to the officials of the Canadian Pacific Railway, on whose road the wreck occurred, the train from Montreal was standing west of the St. Vincent de Paul station when the Quebec train overran a switch, with the result that the baggage car and the passenger coach following were telescoped. The passengers killed have not been identified. The badly hurt include J. C. Hamilton, engine driver of the Quebec train, and O. P. Frenette, conductor.

Drops Dead After a Cold Drive.
[SPECIAL DESPATCH TO THE HERALD.]
MIDDLTOWN, N. Y., Monday.—James O'Brien, a farmer more than eighty years of age, dropped dead at Thompson Ridge to-day while standing beside his horse. He had driven a long distance in the severe cold.

Mr. W. J. Bryan Defeated in
Wild Committee Session;
Peace at Jackson Dinner

Nebraskan's Fight to Exclude Colonel James M. Guffey, of Pennsylvania, Splits Democrats and Is Lost by a Vote, Behind Closed Doors, of Thirty-Four to Thirteen, Amid Scenes of the Greatest Disorder.

LIE IS PASSED AND PROFANITY HURLED
AT NORMAN E. MACK, NATIONAL CHAIRMAN

Tennessee Contestant, Beaten, Is Restrained by Physical Force as He Makes His Way Toward the Presiding Officer—Key-stone Member Apologizes for Assailing A. M. Palmer.

CONFIDENCE OF VICTORY THE WORD AT BANQUET

In Contrast to Scenes of the Day, Harmony Prevails at Night—Speaker Clark, Governor Wilson, J. W. Folk, Senators Kearns and Johnson, of Maine, and Alton B. Parker, Make Addresses.

WILLIAM J. BRYAN was decisively beaten in the Democratic National Committee in Washington, D. C., yesterday, when he tried to unseat Colonel James M. Guffey, of Pennsylvania, in favor of Representative A. Mitchell Palmer. Thirty-four committeemen voted for the retention of Colonel Guffey and thirteen against. The session, much of which was behind closed doors, was marked by wild disorder, during which the lie was passed and profanity hurled at Norman E. Mack, of New York, the National chairman. Mr. Bryan, resentful to the last, refused to make the Guffey vote unanimous.

Harmony reigned at the Jackson Day banquet at the Raleigh Hotel, Washington, when a thousand leading democrats from all sections of the country heard speeches from three aspirants for the Presidential nomination. Speaker Clark, Governor Woodrow Wilson and Joseph W. Folk were present and made speeches, and William J. Bryan, Senator Kern, Alton B. Parker and Senator O'Gorman, of New York, were cheered to the echo. Governor Wilson and Mr. Bryan conferred amicably, but Mr. Folk and Speaker Clark did not. "Progressive Legislation" was the keynote of the speeches.

BATTLE IN BIG PARTY COUNCIL BEGINS AS
CHAIRMAN CLOSES AN APPEAL FOR HARMONY

Trouble Starts When the Name of Alabama—at the Head of the Roll—is Called and Mr. Bryan Takes the Floor Against Elected Member.

[SPECIAL DESPATCH TO THE HERALD.]
WASHINGTON, D. C., Monday.

That's the condition of the democratic national organization to-night at the close of one of the most turbulent and sensational meetings of the National Committee ever held.

Norman E. Mack's fervent appeal for harmony when as chairman he called the body together for the quadrennial meeting, proved to be a call to arms, and for four hours behind closed doors the committee battled over the seat of Colonel James M. Guffey, of Pennsylvania. Evening up for old rebukes, the war horses of the organization administered a sound drubbing to William J. Bryan, who in most sensational fashion led a losing fight to have Colonel Guffey ousted. The Pennsylvania was retained by a vote of 34 to 13. Earlier in the meeting another chastisement was administered to the Nebraskan when on a technicality he was defeated by a vote of 34 to 13. To-night he is resentful and the leaders look for trouble from now on.

No place was chosen for the national convention. That will be decided to-morrow. St. Louis and Baltimore are regarded as the favorites in the race, but New York is making a game fight.

Profanity a Feature.
No more tempestuous meeting of any national committee has been held in a generation. Profanity was hurled at the head of Mr. Mack. The lie was passed by Colonel Guffey and he was forced to apologize publicly to the person he had branded and to the committee. In his most dramatic way Mr. Bryan vigorously assailed Colonel Guffey, on whose trail he has camped for four years. Shaking his finger in the committeemen's face, Mr. Bryan declared that Colonel Guffey had "betrayed the party forever and is the agent of corrupt, filthy and predatory interests, unfit to represent the democracy of Pennsylvania or any other State."

Democrats, while deploring the developments of the day, say that they will "get together." To-day's performance, they assert, was what all persons familiar with democratic methods expected. Peace, they assert, is a word unknown in democratic dictionaries until after nominations are made. Not only has Mr. Bryan lined up again against the Guffey-Tags Sullivan element but he has broken with Mr. Mack. The split between these two friends of years came last night, when Mr. Mack told Mr. Bryan that he believed Colonel Guffey was entitled to his seat in the committee and would support him.

Leaders Deplore Situation.
There is disruption in all quarters and it will require much adroit political management to prevent further dissensions and explosions. That the party should get such a bad start in a year when all democrats expect to elect a President is a source of much regret to the leading party managers and to the candidates for the Presidential nomination.

Meantime the representatives of New York, St. Louis, Baltimore, Chicago and Denver are working zealously to get the Convention. The New York men express confidence. It is understood that they have agreed to put up any sum that may be named, with the sky as the limit. St. Louis men were told practically that if by to-morrow they can raise the necessary amount they will get the Convention. It was to give them an opportunity that an adjournment was taken until to-morrow.

Trouble started as soon as the committee got together and was not unexpected. Mr. Bryan had notified Colonel Guffey that he would attack him. When the latter came up Mr. Bryan walked up to the platform in the banquet hall of the Shoreham Hotel, where the meeting was held, and spoke for a half hour, flaying

the Pennsylvania member and denouncing him as representing corporate interests.

Attacks Guffey Methods.

Approaching within three feet of Colonel Guffey, who sat beside Roger C. Sullivan and not far from Thomas Taggart, Mr. Bryan said that the Colonel represented the predatory interests in politics; that he was not a man to be on the committee; that he had made combinations with republicans; that since he had been in power the republican organization in Pennsylvania had grown steadily stronger, and that he was partly responsible for the election of the republican city ticket in Philadelphia.

He attacked the political methods pursued by Colonel Guffey and men of his type and declared, with marked vehemence, that no party could succeed so long as it tolerated men and methods of that kind.

"I tell you the people will resent it if you retain this man on the committee," he said. "It may mean a great deal. The 6,000,000 men who voted for me will resent it. They will see to it that a different committee than we now have is elected."

While Mr. Bryan roared out his denunciation of Colonel Guffey the grizzled veterans of many campaigns sat silent, and half smiled and half sneered. Apparently his remarks made little impression upon them and they knew in advance that he was in a losing fight. They had, as they knew, a good margin of votes to beat Mr. Bryan. He concluded his speech with the declaration that to retain Colonel Guffey on the committee would be to offer an insult to the Denver convention which unseated him.

Pennsylvanian Defends Himself.

When Mr. Bryan had finished, Colonel Guffey, in defending himself, said that what Mr. Bryan had said was untrue. He was dispassionate in his utterances. Others who spoke for Colonel Guffey were William J. Stone, of Missouri, who said he spoke as a friend of sixteen years' standing; Thomas H. Brown, of Vermont; Homer S. Cummings, of Connecticut; and J. Bruce Kivner, of Montana.

Representative A. Mitchell Palmer, who asserts that he was duly elected to the place held by Colonel Guffey, made an impassioned speech, during which he precipitated one of the sensations of the session.

"Colonel Guffey is unfit to be a national committeeman and all Pennsylvania knows it," he said. "Why didn't he, at the eleventh hour, take down Monro, who had been slated for the democratic nomination for Governor after it had been tacitly agreed that he should be nominated?"

Jumping to his feet Colonel Guffey shouted:

"You lie! You lie, and you know it!" To say that there was excitement in putting it mildly, Mr. Sullivan suggested Colonel Guffey's coat and urged him to sit down. Representative Bradley demanded an apology. When the tumult ceased it was agreed that Colonel Guffey should apologize to the man he had assailed. He did so before the entire committee, stating as his excuse that he had lost his temper. Then Senator Tillman, whose presence in the room was hardly known, rose and said:

"I think also that the gentleman from Pennsylvania owes an apology to the committee."

Apologizes to Committee.

Colonel Guffey acquiesced and apologized as suggested. Then the meeting proceeded. C. H. Williams, of Mississippi, spoke in behalf of Mr. Bradley. After the debate had raged for more than two hours a vote was taken, with this result:

For Colonel Guffey—Guy B. Tucker, Arkansas; Nathan Cole, Jr., California; Homer S. Cummings, Connecticut; T. H.